Notice No.2

Rules and Regulations for the Classification of Special Service Craft July 2020

The status of this Rule set is amended as shown and is now to be read in conjunction with this and prior Notices. Any corrigenda included in the Notice are effective immediately.

Please note that corrigenda amends to paragraphs, Tables and Figures are not shown in their entirety.

Issue date: June 2021

Amendments to	**Effective date**	**IACS/IMO implementation (if applicable)**
Part 3, Chapter 1, Section 5	1 July 2021	1 July 2021
Part 3, Chapter 4, Section 11	1 July 2021	N/A
Part 3, Chapter 5, Sections 6 & 8	1 July 2021	N/A
Part 6, Chapter 2, Section 4	1 July 2021	N/A
Part 6, Chapter 3, Section 1	1 July 2021	N/A
Part 7, Chapter 3, Section 1	1 July 2021	N/A

Lloyd's Register

Part 3, Chapter 1
General Regulations

■ *Section 5*
Information required

5.4 Plans and data to be supplied to the craft

5.4.6 Electrical cables schedule of watertight penetrations (e.g. cable transit seal systems register).

Existing paragraph 5.4.6 has been renumbered 5.4.7.

Part 3, Chapter 4
Closing Arrangements and Outfit

■ *Section 11*
Ventilators

11.3 Machinery spaces

11.3.4 Where closing appliances are fitted as per *Pt 3, Ch 4, 11.3 Machinery spaces 11.3.3* or *Pt 3, Ch 4, 11.4 Closing appliances 11.4.2*, to ventilators serving emergency generator rooms or closable ventilation louvres are used for emergency generator rooms, the following requirements are to be applied in addition to the requirements of *Pt 3, Ch 4, 11.3 Machinery spaces 11.3.3*:

(a) Ventilation louvres and closing appliances may either be hand-operated or power-operated (hydraulic/pneumatic/electric) and are to be operable under a fire condition. Closing appliances, which automatically close in response to exposure to fire products, are not to be fitted on ventilators located at outside boundaries and serving emergency generator rooms.

11.4 Closing appliances

11.4.2 In order to limit the fire growth potential in every space of the ship, the main inlets and outlets of all ventilation systems shall be capable of being closed from outside the spaces being ventilated. The means of closing shall be easily accessible as well as be prominently and permanently marked and shall indicate whether the inlet or outlet is open or closed. Unless required by SOLAS, *Chapter II-2, Part C, Regulation 9 - Containment of fire* or applicable statutory instruments, emergency generator room ventilators need to be fitted with such means of closing, only when the emergency generator room is fitted with a fixed gas fire-fighting system. Battery room ventilators are to be fitted with a means of closing only when:

(a) the battery room does not open directly onto an exposed deck; or

(b) the ventilation opening for the battery room is required to be fitted with a closing device according to the Load Line Convention; or

(c) the battery room is fitted with a fixed gas fire-extinguishing system.

Where a battery room ventilator is fitted with a closing device, *see Pt 16, Ch 2, 11.5 Construction 11.5.2*. The means of closing mentioned in this paragraph refers to closing appliances of ventilation inlets and outlets for minimising the potential fire growth. The requirements specified are distinct from those for weathertight closing appliances.

Part 3, Chapter 5
Anchoring and Mooring Equipment

■ *Section 6*
Anchor cable

6.7 Cable stopping and release arrangements

6.7.1 It is recommended that suitable bow chain stoppers be provided. Where cables pass through stoppers, these stoppers are to be manufactured from ductile material and be designed to minimise the possibility of damage to, or snagging of, the cable. They are to be capable of withstanding without permanent deformation a load equal to 80 per cent of the Rule breaking load of the cable passing over them. The corresponding stresses induced in the supporting structure are not to exceed the allowable values given in

Table 5.6.3 Allowable stresses in windlass and chain stopper supporting structure. The capability of the supporting structure to withstand buckling is also to be assessed. Strength and buckling calculations are to be submitted for consideration.

Table 5.6.3 Allowable stresses in windlass and chain stopper supporting structure

	Permissible stress N/mm^2
Normal stress (*see* Note 1)	1,00 σ_0
Shear stress	0,58 σ_0
Combined stress (*see* Note 2)	1,00 σ_0
Symbols	
σ_0 = specified minimum yield stress, N/mm^2	
Note 1 Normal stress is defined as the sum of bending and axial stresses. Note 2 Combined stress refers to equivalent von Mises stress.	

■ *Section 8*
Anchor windlass design and testing

8.14 Seatings

8.14.1 The windlass is to be efficiently bedded and secured to the deck. The thickness of the deck in way of the windlass ~~is~~ may need to be increased, and the supporting structure for the anchor windlass to be examined for the brake holding loads specified by *Pt 3, Ch 5, 8.4 Windlass design 8.4.1*. The allowable stresses specified in *Table 5.6.3 Allowable stresses in windlass and chain stopper supporting structure* are to be used to derive the net scantlings of the supporting structure. The capability of the supporting structure to withstand buckling is also to be assessed. Strength and buckling calculations are to be submitted for consideration. The structural design integrity of the bedplate is the responsibility of the Builder and windlass manufacturer.

Part 6, Chapter 2
Construction Procedures

■ *Section 4*
Joints and connections

4.21 Riveting of light structure

Existing Figure 2.4.4 Typical lug connections has been deleted and replaced with below;

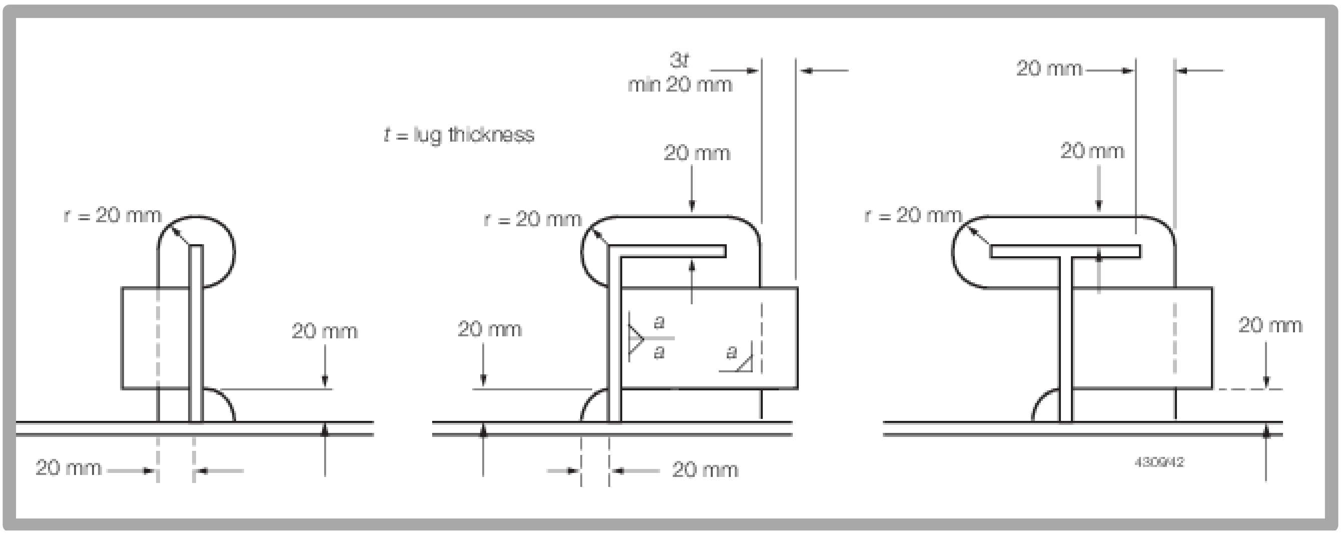

Figure 2.4.4 Typical lug connections

Part 6, Chapter 3
Scantling Determination for Mono-Hull Craft

■ *Section 1* General

1.28 Arrangement at intersection of continuous secondary and primary members

1.28.5 The arrangement of lug/collar/direct connection to the primary web stiffener determines the load apportioned to each component. The effect on each component of the intersection is to be assessed, as appropriate, for shear and direct stress. Where the web stiffener is not connected to the secondary member, the load, *P*, is transmitted through the lug/collar/direct connection.

1.28.6 The breadth of cut-outs is to be as small as practicable, with the top edge suitably ~~radiuses~~ radiused. Cut-outs are to have smooth edges, and the corner radii are to be as large as practicable~~,~~. Where the web depth is greater than 100 mm the corner radii are to be ~~with~~ a minimum of 20 per cent of the breadth of the cut-out or ~~25 mm~~ 20 mm, whichever is the greater~~. It is recommended~~, and for large cut-outs greater than 250 mm deep, ~~that~~ the web plate connection to the hull envelope, or bulkhead, should end in a smooth tapered `soft toe'. Recommended shapes of cut-out are shown in *Figure 3.1.7 Cut-outs and connections*, but consideration will be given to other shapes on the basis of maintaining equivalent strength and minimising stress concentration. *See also* LR's *Guidance Notes for Structural Details*.

Part 7, Chapter 3
Scantling Determination for Mono-Hull Craft

■ *Section 1* General

1.28 Arrangement at intersection of continuous secondary and primary members

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